

RECORD PRICE FOR AVERAGE PROPERTY MADE IN GALT SALE

Old Building, At Auction,
Brings Eighty Thousand
Dollars.

A record in prices for Pennsylvania avenue property has just been set in the sale of the Galt building at 1107 Pennsylvania avenue for \$80,000. The property contains 2,400 square feet. The old building was sold at auction yesterday afternoon to the Evening Star Newspaper Company, after one of the most spirited sales recently conducted. The sale was made by Thomas J. Owen & Son.

The building is one of the oldest on the Avenue, having been erected by the Galt brothers about fifty years ago. It was occupied by their jewelry house continuously since that time. Their lease runs until October 31, 1912, at \$4,500 a year.

Other Sales.

Several other sales of real estate at auction are reported today by Thomas J. Owen & Son. The two-story dwelling at 1310 V street northwest was sold for \$3,500. The lot at the southwest corner of Georgia avenue and Buchanan street was sold for Newton & Gillette to C. T. Lacey for \$1,500. The frame house at 108 L street northwest was sold for Judge Job Harp to Peter S. Tutwiler for \$1,500.

To Build on Playground.

Harry Wardman has had plans drawn for the construction of a large apartment house on the north side of Columbia road, a few feet west of Fourteenth street and for several streets adjoining it along the street north of Columbia road. The property upon which the new construction is proposed to be built is the Mt. Pleasant playground, a plot of 174 feet. The property is held at \$50,000, or a little over \$2 a square foot. In case Mr. Wardman's plan for the property is accepted, the buildings will be put up at once. A movement to form a syndicate for its purchase as a permanent playground has been started, and it is understood that another offer will be made upon completion of the syndicate.

Big Permit Issued.

Wells Bros. & Co., of New York, contractors for the new Riggs building, at the southeast corner of Fifteenth and G streets northwest, took out a permit for its construction this morning. The estimated cost of the building is given as \$750,000.

Real Estate Transfers.

Edgewood-John Sherman Estate Company to Allan E. Walker, lots 6, 7, 8, block 1, 10, Pennsylvania avenue, southeast between Fourteenth and Fifteenth streets—Herman R. Hovestadt, lot 1, to Alexander T. Cox, lot 1, square northeast of 10th & E. 2nd, Koculski place—William A. Hall et al. trustees, to Victor G. Croissant, lot 22, block 4, E. 10th.

Edlin Estate—Francis A. Blundon et ux. to Harry M. Dantz, lots 435 and 436, E. 10th, 10th street northeast—Michael C. Weaver to Catherine B. Mace, lot 142, square 400, E. 10th.

Villa Park—Clara A. Marden et vir. Edwin R. to H. F. McGraw, lot 33, square 527, 144th, same to Edward H. Lennon, lot 8, square 424, 522nd.

Wylie street northeast, between Twelfth and Thirteenth streets—Elizabeth W. to Joseph A. Roth, lots 55 and 56, square 100.

Massachusetts Avenue Heights—American Security and Trust Company et al. trustees, to John A. Garner, lot 2, square 217, 10th.

Kalamazoo Heights—Samuel T. Kalbuz et ux. to John J. Drury, part 13, block 27, Kalamazoo Heights, and part 13, block 27, Kalamazoo Heights.

1402 L street northwest—Emily L. Elliott to Sophia J. Farrell, lot 37, square 217, 10th.

West Woodridge—Lee M. Clarke et ux. to Hector E. and Albert C. Meiner, lot 8, square 424, 522nd.

Chevy Chase—Pulton B. Gordon et ux. to Mary Mortimer, lot 10, square 100, 10th.

Corcoran street northwest, between Seventh and Eighth streets—F. J. Sabel to Sinclair to Corliss H. Smith, lot 10, square 150, 10th.

Echelon Park—Daniel C. Leahy et ux. to Roy H. and Lucy S. Braziel, lot 62, block 2, 10th.

12 Drott Park—George W. Wilson et ux. to Jackson H. Baiton and Frederick Parks, trustees, Northwest Real Estate Company, lots 60, 70, 71, 72, 73, block 12, 10th.

Thomas W. Macabbin conveyed same property to George W. Wilson, 10th.

Building Permits.

The following building permits were issued today:

To Riggs Realty Company, for one eight-story fireproof theater and office building at Fifteenth and G streets northwest, architect, J. H. de Sibour, builder, Wells Bros. & Co., of New York; estimated cost, \$750,000.

To Elmer Johnson, for one two-story brick dwelling at 811 Rittenhouse place, North Brightwood; architect and builder, Elmer Johnson; estimated cost, \$5,500.

To H. C. Emrich, for one two-story brick dwelling at 44 South Carolina avenue southeast; architect, A. H. Beers; builder, R. C. Hess; estimated cost, \$2,000.

To Henrietta E. King, to repair dwelling at 559 Columbia road; architect, Fred J. Schneider; contractor, J. D. Sumner; estimated cost, \$4,153.

To Mrs. E. J. Somers, to repair seminary at Fifteenth and G streets northwest; architect, T. W. Power Engineering Company; contractor, S. J. Prescott & Co.; estimated cost, \$2,000.

To Mrs. A. B. Gardner, to repair dwelling and store at 1018 Fourteenth street northwest; architect, Marsh & Peters, contractors, Barger & Smith; estimated cost, \$2,500.

To Washington Warehouse Company, to repair United States Government offices and storage buildings at 10 and 21 M street northeast; architect, A. W. Hodgkins; contractor, Washington Warehouse Company; estimated cost, \$10,000.

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Walnut Hair Stela

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Bleached Hair or Mountain

Instantaneously. Gives any

shade from Light Brown to

Black. Does not wash or

rub off. Contains no po-

ison and is not sticky or

greasy. Sold by all drug-

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don't sell it, send it to us. Send

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Secondary Group of Rails Shows Best Strength—Latest Financial Gossip

WESTERN RAILS SHOW GOOD TONE, GRANGERS AND HILL ROADS IN THE LEAD.

NEW YORK, May 8.—There was no special activity in the market, but the show of strength was excellent in the rails, but for the time being, the old favorites were forced to take a back seat and the secondary group did the leading. The grangers were highly favored. There were two reasons therefor, one the excellent corn crops, and the belief that the Government wheat report would at least show favorable conditions, while the second reason was found in the glowing prospects for reciprocity, the Hill roads, Illinois Central, St. Paul, and Louisville and Nashville coming to the front in good shape. Gossips called Steel the weakling, but while it was a laggard in the matter of following the leaders, an unusual position for it, it was by no means a weakling, for the decline was only fractional, and the recovery from the low point just about as much as the loss.

There are reports of an increasing business for the Steel Corporation, and also for the independents. The Carnegie Steel Company has added two open hearth furnaces in Southern works; the upblast mill is working full time, and the wire and wire nail mills are working to 70 per cent of productive capacity. The copper market is also doing better, and an advance in the price of standard copper has been made in London. Judge Gary's straightforward answers to the Stanley committee are still causing much favorable comment; also his willings to help the Government control of corporations, etc., as almost a

necessity. He is admittedly a good witness and his testimony is not especially comforting to the army of shorts still squirming and making every effort to break prices for Steel common, but with small measure of success for energy expended. Hain in the last forty-eight hours is said to have been a life-saver for crops in western Missouri and in the south-western country generally. Some of the conservative houses on the Street have taken the bull position for a long pull, with technical reactions when the bull movement becomes too rampant. The opinion is that on all recessions the market is a purchase. Moreover the bulls are not satisfied with small profits as they were earlier in the month.

In the noon hour and midway through the second hour of the afternoon the bears were rewarded for their efforts by moderate recessions, this time by Steel common being really weak and the leaders in the rails, Reading and Union Pacific, were also rather soft. Steel common, which had held stiffly all morning around 78 1/2 to 79, and back to 77 1/2, dropped back to 77 1/2. Union Pacific lost its advance, easing to the final figures of Wednesday. Reading lost 1/2. Northern Pacific, Great Northern, St. Paul, Louisville and Nashville, and Illinois Central held part of their advance and Sugar was the strongest stock in the industrial list. Sentiment did not turn especially weak, but some heavy profit-taking was noticed and the pressure on Steel increased. The crop report will be out later and may give the market a better closing.

Today's New York Stock Exchange Prices

Quotations furnished by W. B. Hibbs & Co., members of New York Stock Exchange, Washington Stock Exchange, and Chicago Board of Trade, Hibbs Building.

RAILROADS

	High.	Low.	1.30 Yes.	1.30 No.
A. T. & S. Fe. com.	110 1/2	110 1/4	110 1/2	110 1/4
A. T. & S. Fe. pfd.	104 1/2	104 1/4	104 1/2	104 1/4
Atlantic Coast Line	129 1/2	129 1/4	129 1/2	129 1/4
B. & O. com.	108 1/2	108 1/4	108 1/2	108 1/4
Brooklyn R. Trans.	82 1/2	82 1/4	82 1/2	82 1/4
Canadian Pacific	240 1/2	239 1/4	240 1/2	239 1/4
Cheese & Ohio	85 1/2	85 1/4	85 1/2	85 1/4
C. & G. W. new	24 1/2	24 1/4	24 1/2	24 1/4
C. M. & St. P. com.	128 1/2	128 1/4	128 1/2	128 1/4
C. M. & St. P. pfd.	155 1/2	154 1/4	155 1/2	154 1/4
C. & N. W. com.	145 1/2	145 1/4	145 1/2	145 1/4
Col. & So. com.	49 1/2	49 1/4	49 1/2	49 1/4
Del. & Hud.	174 1/2	174 1/4	174 1/2	174 1/4
Den. & R. G. com.	31 1/2	31 1/4	31 1/2	31 1/4
Den. & R. G. pfd.	69 1/2	69 1/4	69 1/2	69 1/4
Erie com.	35 1/2	35 1/4	35 1/2	35 1/4
Erie 1st pfd.	56 1/2	56 1/4	56 1/2	56 1/4
Erie 2d pfd.	45 1/2	45 1/4	45 1/2	45 1/4
Great North. pfd.	142 1/2	142 1/4	142 1/2	142 1/4
Inter. Metro. com.	19 1/2	19 1/4	19 1/2	19 1/4
Inter. Metro. pfd.	53 1/2	53 1/4	53 1/2	53 1/4
Louis. & Nash.	151 1/2	151 1/4	151 1/2	151 1/4
Lehigh Valley	180 1/2	180 1/4	180 1/2	180 1/4
Kan. City So. com.	35 1/2	35 1/4	35 1/2	35 1/4
Kan. City S. pfd.	68 1/2	68 1/4	68 1/2	68 1/4
Mo. K. & T. com.	36 1/2	36 1/4	36 1/2	36 1/4
Mo. K. & T. pfd.	67 1/2	67 1/4	67 1/2	67 1/4
M. & E. P. & S. com.	127 1/2	127 1/4	127 1/2	127 1/4
Missouri Pacific	63 1/2	63 1/4	63 1/2	63 1/4
Nat. Ry. Mexico	30 1/2	30 1/4	30 1/2	30 1/4
N. Y. C. & H. R.	110 1/2	110 1/4	110 1/2	110 1/4
N. Y. C. & H. R. pfd.	44 1/2	44 1/4	44 1/2	44 1/4
Norfolk & Western	108 1/2	108 1/4	108 1/2	108 1/4
Northern Pacific	137 1/2	137 1/4	137 1/2	137 1/4
Pennsylvania	122 1/2	122 1/4	122 1/2	122 1/4
Reading com.	161 1/2	161 1/4	161 1/2	161 1/4
Rock Island com.	34 1/2	34 1/4	34 1/2	34 1/4
Rock Island pfd.	65 1/2	65 1/4	65 1/2	65 1/4
St. L. & S. F. pfd.	47 1/2	47 1/4	47 1/2	47 1/4
St. L. S. W. pfd.	70 1/2	70 1/4	70 1/2	70 1/4
Southern Pacific	121 1/2	121 1/4	121 1/2	121 1/4
Southern Ry. pfd.	30 1/2	30 1/4	30 1/2	30 1/4
Texas & Pacific	29 1/2	29 1/4	29 1/2	29 1/4
Third Avenue	11 1/2	11 1/4	11 1/2	11 1/4
T. & N. W. com.	22 1/2	22 1/4	22 1/2	22 1/4
T. & N. W. pfd.	51 1/2	51 1/4	51 1/2	51 1/4
Union Pacific com.	188 1/2	187 1/4	188 1/2	187 1/4
Union Pacific pfd.	94 1/2	94 1/4	94 1/2	94 1/4
Wabash com.	17 1/2	17 1/4	17 1/2	17 1/4
Wabash pfd.	38 1/2	38 1/4	38 1/2	38 1/4
Wis. Central com.	70 1/2	70 1/4	70 1/2	70 1/4
West. Maryland	61 1/2	61 1/4	61 1/2	61 1/4

INDUSTRIALS

	High.	Low.	1.30 Yes.	1.30 No.
Amer. Copper	78 1/2	77 1/4	78 1/2	77 1/4
Amer. Beet Sugar	55 1/2	55 1/4	55 1/2	55 1/4
Amer. Can. com.	112 1/2	112 1/4	112 1/2	112 1/4
Amer. Can. pfd.	87 1/2	87 1/4	87 1/2	87 1/4
Amer. Car. & Fdy. com.	56 1/2	56 1/4	56 1/2	56 1/4
Amer. Cotton Oil com.	54 1/2	54 1/4	54 1/2	54 1/4
Amer. Loco. com.	41 1/2	41 1/4	41 1/2	41 1/4
Amer. Ice Securities	21 1/2	21 1/4	21 1/2	21 1/4
Amer. Sm. & Ref. Co.	82 1/2	82 1/4	82 1/2	82 1/4
Amer. Sug. & Re. com.	121 1/2	121 1/4	121 1/2	121 1/4
Amer. Tel. & Tel.	153 1/2	153 1/4	153 1/2	153 1/4
Amer. Woolen com.	34 1/2	34 1/4	34 1/2	34 1/4
Cent. Leather com.	32 1/2	32 1/4	32 1/2	32 1/4
Col. F. & I. com.	44 1/2	44 1/4	44 1/2	44 1/4
Cons. Gas N. Y. com.	146 1/2	146 1/4	146 1/2	146 1/4
C. P. R. pfd.	83 1/2	83 1/4	83 1/2	83 1/4
Inter. Harvester	125 1/2	125 1/4	125 1/2	125 1/4
Dist. Securities	37 1/2	37 1/4	37 1/2	37 1/4
Great Northern Ore.	63 1/2	63 1/4	63 1/2	63 1/4
Goldfield Com.	6 1/2	6 1/4	6 1/2	6 1/4
Inter. Steam Pump	42 1/2	42 1/4	42 1/2	42 1/4
Mackey Com.	91 1/2	91 1/4	91 1/2	91 1/4
Inter. Paper pfd.	49 1/2	49 1/4	49 1/2	49 1/4
Laclede Gas pfd.	107 1/2	107 1/4	107 1/2	107 1/4
National Lead com.	57 1/2	57 1/4	57 1/2	57 1/4
Pac. Mail Steam	26 1/2	26 1/4	26 1/2	26 1/4
Pres. Steel Car com.	36 1/2	36 1/4	36 1/2	36 1/4
Ry. Steel Spgs. com.	87 1/2	87 1/4	87 1/2	87 1/4
Rep. L. & S. com.	80 1/2	80 1/4	80 1/2	80 1/4
Rep. L. & S. pfd.	80 1/2	80 1/4	80 1/2	80 1/4
Sloss-S. S. & L. com.	80 1/2	80 1/4	80 1/2	80 1/4
Tenn. Copper	40 1/2	40 1/4	40 1/2	40 1/4
U. S. Rubber com.	41 1/2	41 1/4	41 1/2	41 1/4
U. S. Rubber pfd.	113 1/2	113 1/4	113 1/2	113 1/4
U. S. Steel com.	78 1/2	77 1/4	78 1/2	77 1/4
U. S. Steel pfd.	118 1/2	118 1/4	118 1/2	118 1/4
Utah Copper	47 1/2	47 1/4	47 1/2	47 1/4
Va. Car. Chem. com.	60 1/2	60 1/4	60 1/2	60 1/4
West. Elec. Manuf.	75 1/2	75 1/4	75 1/2	75 1/4
Western Union	82 1/2	82 1/4	82 1/2	82 1/4

BONDS

Amer. Tobacco 4's	89	88 1/2	88 1/2	88 1/4
Amer. Tobacco 5's	106 1/2	106 1/4	106 1/2	106 1/4
B. R. T. Con. 4's	80 1/2	80 1/4	80 1/2	80 1/4
C. R. I. & P. 4's	75 1/2	75 1/4	75 1/2	75 1/4
Inter. Metro. 4's	79 1/2	79 1/4	79 1/2	79 1/4
U. S. Steel 2d 5's	105 1/2	105 1/4	105 1/2	105 1/4

Biggest Railroad Station.

The terminal which the New York Central railroad proposes to build in the heart of New York will be twice as large as any now in existence.

Bid and Asked On Local Exchange

GOVERNMENT BONDS.		Ask.
U. S. Reg. 2's	100 1/2	101 1/2
U. S. Reg. 3's	100 1/2	101 1/2
U. S. Coupon 3's	101 1/2	102 1/2
U. S. Reg. 4's	114 1/2	115 1/2
U. S. Coupon 4's	114 1/2	115 1/2

GAS BONDS.

Georgetown Gas 5's	108 1/2	109 1/2
Washington Gas Cert. 5's	110 1/2	111 1/2

RAILROAD BONDS.